GOVERNMENT OF INDIA
SHIPPING
LOK SABHA

UNSTARRED QUESTION NO:181
ANSWERED ON:19.02.2003
JAWAHARLAL NEHRU PORT
UMMAREDDY VENKATESWARLU

Will the Minister of SHIPPING be pleased to state:

(a) whether there is any proposal to develop Jawaharlal Nehru Port on the West Coast as a hub for all shipping activities;

(b) If so, the details thereof;

(c) whether any plan has been finalised in this regard;

(d) if so, the cost of its implementation; and

(e) the manner in which it is likely to benefit the Indian Shipping Industry?

Answer

MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI)

(a) to (e) It has been decided to develop Jawaharlal Nehru Port as a hub port in India`s West Coast, capable of receiving large size vessels to facilitate direct sailing of export containers to their destinations, or to receive import containers destined for India directly without transshipment at any foreign port. Jawaharlal Nehru Port fulfils several requirements of a hub port, such as concentration of traffic, proximity to international routes and markets, longer waterfront, better road/rail connectivity, large back up area and supporting hinterland. Certain customs procedures which were seen as hurdle in transshipment have also been simplified.

Development of the port, which includes its maintenance as a hub port, is a continuous process. Jawaharlal Nehru Port Trust has identified the following major schemes in this regard:-

(i) Re-development of the existing Bulk Terminal into Container Terminal involving an investment of about Rs.900 crores on Built Operate & Transfer (BOT) basis which is expected to yield additional container handling capacity of about 14 million tonnes per annum.

(ii) Deepening and Widening of Approach Channel to the Port at an estimated cost of Rs.700 crores which involves deepening its draft so as to handle ships upto laden draught of -14 Mtrs. and certain widening of entrance channel at pockets.

Development of the port as a hub port is likely to result in savings in transshipment costs for containerized cargo, which, at present, is predominantly transshipped through hub ports in the neighbouring countries at high costs to Indian trade, savings in ship waiting costs and augmentation in foreign trade besides the benefits which may accrue on account of the economies of larger vessel size.